2006

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 118

City of Lynchburg

Information in this report is included in Report

15

(Campbell County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.							
29	US Route								
7	Virginia State Rou	te							
(F241)	Frontage Road (F precedes frontage route number)								
600	Secondary Route								

Special Routes

Bus	Bus - Business Route	
[29]	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
~~~		

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

		City of Lyri					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
~~~~	From:	SCL Lync													
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13 4200	0 G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.64	45000	G
~ ~	To- From:	Candler Mou													
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44 3600	0 G	93%	0%	1%	1%	5%	0%	F	0.099	F	0.649	38000	G
~~~	To- From:	US 50				=									
29 460 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>3500</b>	0 A	93%	0%	1%	1%	5%	0%	С	0.104	Α	0.531	37000	Α
~ ~ ~	To- From:	US 501 Camp													
29 (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00 <b>2500</b>		93%	0%	1%	1%	5%	0%	N	0.083	N	0.539	27000	N
~ ~	From:	US 29 SCL Lync													
29	City of Lynchburg (Maint: 15)	0.33 1700		88%	1%	1%	1%	9%	1%	F	NA			NA	
<del></del>	To:	NCL Lync	hburg												
Bus	From:	SCL Lync	nburg												
29 Wards Road	City of Lynchburg	1.64 <b>3600</b>		93%	0%	1%	1%	5%	0%	F	0.078	F	0.544	37000	G
Bus	To:	US 501; SR 163 Lynch SR 163 Wa		ssway											
29 501 Lynchburg Expressway	City of Lynchburg	0.34 <b>4600</b>		93%	0%	1%	1%	5%	0%	Ν	0.090	Ν	0.548	47000	N
25) (301) , 3 1 ,	To	Candler M	t D.d												
Bus	From:			2001	00/	40/	407	<b>5</b> 0/	201	_	0.000	_	0.540	47000	
29 Lynchburg Expressway	City of Lynchburg	1.37 <b>4600</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.548	47000	G
Bus	To- From:	Odd Fellov	vs Rd												
29 Lynchburg Expressway	City of Lynchburg	1.46 <b>4600</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.087	F	0.539	47000	G
~	To:	Kemper S	treet												
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02 4700	0 G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.525	48000	G
29 Lynonburg Expressivay	only of Eyrioniburg				070		170	070	070	•	0.000	•	0.020	40000	
Bus	From	Main St													
29 Lynchburg Expressway	City of Lynchburg	0.22 <b>3500</b>		93%	0%	1%	1%	5%	0%	F	0.085	F	0.549	36000	G
~		Amherst Cou													
Can dian Mt D d	From:	US 29 Bus W		000/	407		40/	407	00/	F	0.000	_	0.507	20000	_
28 Candler Mt Rd	City of Lynchburg	0.29 <b>1800</b> US 501 Lynch		90%	4%	2%	1%	4%	0%	۲	0.088	F	0.567	20000	G
	From:	RT 501													
(128) (501) Candler Mtn Rd	City of Lynchburg	0.40 <b>3600</b>	0 G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	G
	To:	RT 501													
Mayflower Dr	City of Lynchburg	US 501 Candle 1.30 <b>800</b> 0		90%	4%	2%	1%	4%	0%	С	0.094	F	0.538	8800	G
28 Mayriower Di	City of Lyrichburg			90%	470	<u> </u>	170	470	0%	C	0.094	Г	0.556	0000	Ċ
Mortlower Dr	City of Lynchburg	Odd Fellov		070/	20/	10/	00/	00/	00/		0.400		0.604	2200	_
Mayflower Dr	City of Lynchburg	1.48 <b>2000</b> US 501 Bus Car		97%	2%	1%	0%	0%	0%	С	0.102	F	0.681	2200	G
	From		•												
163) Wards Road	City of Lynchburg	Bus US 29, US 501 Lyn 0.44 <b>1700</b>		ressway 98%	0%	1%	0%	0%	0%	F	0.087	F	0.504	19000	G
163/ Walus Noau	City of Lynchburg	SR 128 Candle		3070	U70	1 70	U 70	070	U70	Г	0.007	Ι-	0.304	19000	9

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

		City of Lynchburg				Truc	`k			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 128 Candler Mtn Rd			2/1/16	JTANE	TITAL	ZIIali		1 actor		1 actor		
163) Wards Road	City of Lynchburg	0.42 <b>24000 G</b>	98%	0%	1%	0%	0%	0%	F	0.084	F	0.514	26000	C
163) Wards Noda	To:	Bus US 460 Fort Avenue	0070	070		070	070	070	•	0.001	•	0.011	20000	`
Bus	From:	Wards Rd												
163)(460) Fort Ave	City of Lynchburg	1.19 <b>23000 G</b>	98%	0%	1%	0%	0%	0%	С	0.085	F	0.554	25000	(
	Tor	Memorial Ave												
	From:	Fort Ave												
163 Memorial Ave	City of Lynchburg	0.60 <b>11000 G</b>	98%	1%	1%	0%	0%	0%	F	NA			11000	(
$\smile$	Tor	Oakley Ave												
163) Memorial Ave	City of Lynchburg	0.47 <b>11000 G</b>	98%	1%	1%	0%	0%	0%	С	0.09	F	0.54	12000	(
163) Morriellar / (16	Only of Eyrioniburg		0070	170	170	070	070	070	Ŭ	0.00	•	0.01	12000	
	From:	Park Ave									_			
163) Memorial Ave	City of Lynchburg	0.33 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.088	F	0.599	13000	(
<u> </u>	To- From:	Langhorne Rd												
163)5th Street	City of Lynchburg	0.17 <b>14000</b> F	98%	1%	1%	0%	0%	0%	С	0.082	F	0.712	15000	
100)	, , ,													
	From:	Pollard St	000/	407		201	00/	00/	_	0.000	_	0.504	40000	
163) 5th Street	City of Lynchburg	0.26 <b>15000 G</b>	98%	1%	1%	0%	0%	0%	F	0.086	F	0.534	16000	
<u> </u>	To- From:	Pierce St												
163)5th Street	City of Lynchburg	0.27 <b>14000 G</b>	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	15000	
	To	D 1 4												
Eth Stroot	City of Lynchburg	Park Ave 0.38 <b>16000 G</b>	98%	0%	1%	0%	1%	0%	F	0.082	F	0.513	18000	
5th Street	City of Lyrichburg	0.36 16000 G	90%	0%	170	076	170	0%	Г	0.062	Г	0.515	10000	,
<u> </u>	To- From:	Clay St												
163) 5th Street	City of Lynchburg	0.57 <b>15000 G</b>	98%	0%	1%	0%	1%	0%	С	0.091	F	0.643	16000	(
$\bigcirc$	To:	Amherst County Line												
	From:	WCL Lynchburg												
221 Lakeside Dr	City of Lynchburg	0.53 <b>27000 G</b>	98%	0%	1%	0%	1%	0%	С	0.086	F	0.542	29000	
221)						• , •		-,-	_		-			
~~	From	Lynchburg Expressway												
221 Lakeside Dr	City of Lynchburg	0.94 <b>15000 G</b>	98%	0%	1%	1%	1%	0%	С	0.088	F	0.619	16000	(
<del>~</del>	To: From:	Forest Brook Rd												
221 Lakeside Dr	City of Lynchburg	1.52 <b>13000 G</b>	98%	1%	1%	0%	1%	0%	С	0.084	F	0.537	14000	(
==:)	Too	OUE (PI												
A pleaside Dr	City of Lymph burg	Old Forest Rd 0.15 <b>16000 G</b>	98%	1%	1%	0%	00/	0%	С	0.081	F	0.586	18000	
221 Lakeside Dr	City of Lynchburg		90%	170	1%	0%	0%	0%	C	0.061	Г	0.566	16000	
	From:	Oakley Ave Lakeside Dr												
221 Oakley Ave	City of Lynchburg	0.57 <b>9300 G</b>	98%	1%	1%	0%	0%	0%	С	0.085	F	0.532	10000	
221 Carley Ave	To:	Bus US 29 Memorial Ave	30 /0	1 /0	1 70	0 70	070	0 70	C	0.003	'	0.552	10000	•
	From:	Memorial Ave												
	City of Lynchburg	0.24 <b>11000 G</b>	98%	0%	1%	0%	1%	0%	F	0.085	F	0.621	12000	(
Oakley Ave	CITY OF EVENUENCE	0.2- 11000 G	JU /0	0 / 0	1 /0	0 /0	1 /0	0 /0	•	0.000	•	0.021	12000	,
Oakley Ave	To:	Rue HC 460 East Arra			ı									
<i></i>	To: From:	Bus US 460 Fort Ave												
Oakley Ave  Bus 221 (460) Fort Ave	To: From: City of Lynchburg	Bus US 460 Fort Ave Bus US 460 Oakley Ave 0.42 <b>12000 G</b>	97%	1%	1%	0%	1%	0%	С	0.089	F	0.511	13000	(

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

Б. /				4.77	_		Tru	ıck			K	014	Dir	4 4 1 4 / D.T.	014
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	118-6029 F						407							
221 (460) 12th St	City of Lynchburg	0.25 <b>1200</b>	0 N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	N
Bus Bus	To: From:	Bus US 501 Ca	mpbell Ave												
221 (460) 501 12th Street	City of Lynchburg	0.18 <b>760</b>	) G	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8300	G
~~~ <u>~</u>	To:	Kempe													
Bus Bus Kompor St	City of Lynchburg	0.41 1100		97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	G
221 460 501 Kemper St	The Tark	US 29 Lynchburg			1 /0	1 70	1 /0	1 /0	070	C	0.032	'	0.002	12000	
	From:	SCL Lync													
160 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13 4200		93%	0%	1%	1%	5%	0%	F	0.098	F	0.64	45000	C
, , ,	To	Candler Mou													
460 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44 3600		93%	0%	1%	1%	5%	0%	F	0.099	F	0.649	38000	G
400) (29) =,	Task	US 50						-,-		-		•			
460 (29) (501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 3500		93%	0%	1%	1%	5%	0%	С	0.104	Α	0.531	37000	P
400 (29) (301) = 51101130119 11117	Tay			0070	0,0		. , 0	0,0	0,0	Ū	0	•	0.00	0.000	•
460 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	US 501 Camp 2.00 2500		93%	0%	1%	1%	5%	0%	N	0.083	N	0.539	27000	١
1460 (29) Lynonburg (1117)	only of Eyrioniburg (Waint: 10)			3070	070		170	070	070	.,	0.000	.,	0.000	27000	
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.11 2500		93%	0%	1%	1%	5%	0%	N	0.083	N	0.539	27000	١
460 Eyrichburg Fiwy	To:	ECL Lync		3370	070	176	1 /0	370	0 70	14	0.003	IN	0.559	27000	,
Bus	From	WCL Lyne													
460 Timberlake Rd	City of Lynchburg	0.62 3100		98%	0%	1%	0%	1%	0%	F	0.088	F	0.578	33000	G
	То	Old Graves	Mill Rd												
Bus Timborlaka Dd	City of Lynchhura			000/	00/	10/	00/	40/	00/	_	0.000	F	0.540	20000	_
Timberlake Rd	City of Lynchburg	1.14 270 0		98%	0%	1%	0%	1%	0%	F	0.088	Г	0.548	29000	C
Bus	To: From:	Leesville	e Rd												
Timberlake Rd	City of Lynchburg	0.37 3300	0 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.561	35000	(
~	To- From:	US 501 Lynchbur	g Expresswa	y											
Bus 460 Fort Ave	City of Lynchburg	1.15 1900	0 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.552	20000	(
Fort Ave	To:	Bus US 29 V		3070	070	170	070	170	070		0.032	•	0.552	20000	
Bus	From:	Wards	Rd												
460 (163) Fort Ave	City of Lynchburg	1.19 2300		98%	0%	1%	0%	0%	0%	С	0.085	F	0.554	25000	(
Bus	To: From:	Memoria Bus US 29 Me													
460 Fort Ave	City of Lynchburg	0.57 2500		98%	0%	1%	0%	1%	0%	F	0.09	F	0.55	26000	(
400).	Tad							.,,		-					
Bus	From	US 221 Oak													
460 221 Fort Ave	City of Lynchburg	0.42 1200	0 G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.511	13000	C
Bus	To: From:	118-6029 F	ort Ave												
460 (221) 12th St	City of Lynchburg	0.25 1200	0 N	97%	1%	1%	0%	1%	0%	Ν	0.089	N	0.511	13000	١
700)(221)	To:	Bus US 501 Ca				—i -	- / -					-			

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

_				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷۱
Bus Bus	From:	Bus US 501 Campbell A							_					
460 (221) (501) 12th Street	City of Lynchburg	0.18 7600 G	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8300	G
Dua Dua	To:	Kemper St												
Bus Bus 460 (221) 501 Kemper St	City of Lynchburg	12th Street 0.41 11000 G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	G
460 (221) (501) Kemper St	Ta-	Bus US 29 Lynchburg Expre		1 /0		1 70	1 /0	070	O	0.032	'	0.002	12000	O
Bus Bus	From:	US 29 Lynchburg Express												
460 501 Kemper St	City of Lynchburg	0.34 12000 G	96%	1%	1%	1%	2%	0%	С	0.093	F	0.604	13000	G
~~~ <u> </u>	To	Campbell Ave												
Bus Bus	From:	Kemper St							_		_			_
460 501 Campbell Ave	City of Lynchburg	0.88 <b>20000 G</b>	93%	1%	3%	2%	2%	0%	С	0.095	F	0.631	22000	G
Bus Bus	To: From:	Mayflower Dr												
460 (501 Campbell Ave	City of Lynchburg	0.48 <b>18000 G</b>	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	G
400 (301) - 301, 1				.,.									_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Bus Bus	From:	Florida Ave												
460 501 Campbell Ave	City of Lynchburg	0.23 <b>21000 G</b>	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	G
~~ <u></u>	To	US 460 Richmond Hw	y											
	From:	SCL Lynchburg												
Campbell Ave	City of Lynchburg	0.99 <b>12000 G</b>	97%	0%	1%	0%	2%	0%	F	0.098	F	0.677	13000	G
~	To:	US 460												
501 (460) (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>35000</b> A	93%	0%	1%	1%	5%	0%	С	0.104	Α	0.531	37000	Α
	To	US 501												
<b>~~</b>	From:	US 460												
501	City of Lynchburg	0.59 <b>27000 G</b>	96%	1%	1%	1%	2%	0%	F	0.090	F	0.546	29000	G
<del>~</del>	To: From:	SR 128 Mayflower Dr			_									
501 (128) Candler Mtn Rd	City of Lynchburg	0.40 <b>36000 G</b>	96%	1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	G
$\sim$	To	US 29 Lynchburg Express	way		<u> </u>									
Bus 501 (29) Lynchburg Expressway	City of Lynchburg	0.34 <b>46000 N</b>	*	0%	1%	1%	5%	0%	N	0.090	N	0.548	47000	N
501 (29) Lynchburg Expressway	City of Lyrichburg	0.34 <b>40000</b> N	95/0	076	1 /0	1 /0	3/0	0 /6	IN	0.090	IN	0.546	47000	IN
~~	Tas: From:	Wards Rd Exit												
501 Lynchburg Expressway	City of Lynchburg	1.51 <b>41000 G</b>	96%	1%	1%	1%	2%	0%	С	0.090	F	0.509	45000	G
<del></del>	To: From:	Timberlake Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>41000 G</b>	96%	1%	1%	1%	2%	0%	F	0.088	F	0.539	45000	G
~	Tax	Graves Mill Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24 <b>31000</b> G	96%	0%	1%	1%	2%	0%	С	0.088	F	0.505	34000	G
301)	Too													
501 Lynchburg Expressway	City of Lynchburg	<u>Lakeside Dr</u> 1.54 <b>14000</b> G	96%	0%	1%	1%	2%	0%	С	0.087	F	0.554	15000	G
DU1 Lyricibuly Explessway	City of Lyfichburg		90%	U70	1 70	1 70	∠70	U70	C	0.007	ı	0.554	13000	G
~ <u>-</u>	From:	Wiggington Rd									_			
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>14000 G</b>	96%	0%	1%	1%	2%	0%	F	0.089	F	0.535	15000	G
~	To:	Boonsboro Rd	_											
501 Boonsboro Rd	City of Lynchhura	Lynchburg Expressway  1.80 9100 G		00/	10/	00/	20/	00/	_	0.005	F	0 600	10000	_
501 ( DOURSDOID KU	City of Lynchburg	1.80 <b>9100 G</b>	96%	0%	1%	0%	2%	0%	С	0.095	Г	0.608	10000	G

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

<b>5</b> .					_		Tru	ıck			K	211	Dir		-01
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:	US 4								_					_
501 460 Campbell Ave	City of Lynchburg	0.23 <b>210</b>	00 G	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	G
Bus Bus	To- From:	Florida	Ave												
501 (460) Campbell Ave	City of Lynchburg	0.48 <b>180</b>	00 G	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	G
~~~	To: From:	Mayflov	ver Dr			$\neg$ $\vdash$									
Bus Bus 501 (460 Campbell Ave	City of Lynchburg	0.88 200	00 G	93%	1%	3%	2%	2%	0%	С	0.095	F	0.631	22000	(
501)(460) Gampson 7110	To:	Kemp		0070	170		270	270	070	Ū	0.000	•	0.001	22000	•
Bus Bus	From:	Campbe	ll Ave												
501 (460) Kemper St	City of Lynchburg	0.34 120		96%	1%	1%	1%	2%	0%	С	0.093	F	0.604	13000	(
Bus Bus	From:	Lynchburg E US 2													
501 (221) 460 Kemper St	City of Lynchburg	0.41 110		97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	(
501)(221)(400)	The	12TH S7	REET												
Bus Bus	From:	118-6027;		2001	40/		00/	407	001	_	0.000	_	0.505	2000	
501 221 460 12th Street	City of Lynchburg	0.18 760	00 G	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8300	
Bus	To: From:	FORT	AVE												
Campbell Ave	City of Lynchburg	0.23 94 0	00 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.733	10000	
	To	Park .	Ave												
Bus	From:			000/	40/	40/	00/	00/	00/	_	0.000	_	0.575	0000	
Langhorne Rd	City of Lynchburg	0.27 910	00 F	98%	1%	1%	0%	0%	0%	С	0.083	F	0.575	9800	
Bus	To- From:	Memori	al Ave												
501 Langhorne Rd	City of Lynchburg	0.29 180	00 F	98%	1%	1%	0%	0%	0%	С	0.082	F	0.595	19000	
~ <i>_</i>	Tas	Murre	ll Rd			<u> </u>									
Bus Langharna Pd	City of Lynchburg	1.06 140		98%	1%	1%	0%	0%	0%	С	0.09	F	0.526	15000	(
Langhorne Rd	City of Eyrichburg			30 70	1 /0	1 /0	0 70	070	076	C	0.03	•	0.520	13000	•
Bus	From:	Hill	St												
Langhorne Rd	City of Lynchburg	0.47 110	00 G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.703	12000	(
	To: From:	Craneh	ill Dr			\Box \vdash									
Bus 501 Canghorne Rd	City of Lynchburg	1.37 880	00 G	99%	1%	0%	0%	0%	0%	С	0.089	F	0.666	9600	(
501) Zarigitorio 1 (d	To:	Rivermon		0070	170		070	070	070	Ū	0.000	•	0.000	0000	
Bus	From:	Langhor													
Rivermont Terrace	City of Lynchburg	0.25 620		99%	1%	0%	0%	0%	0%	F	0.097	F	0.726	6800	(
Pue	To: From:	Rivermon Rivermon													
Bus 501 Rivermont Ave	City of Lynchburg	0.44 170		99%	0%	0%	0%	0%	0%	F	0.091	F	0.565	19000	
301)	To Table			2070			0 / 0	270	270	•	0.001	•	0.000	.5000	
Bus	From:	Link													
Boonsboro Rd	City of Lynchburg	0.76 140	00 G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.585	15000	(
Puo	To: From:	Trents F	erry Rd												
Bus 501 Boonsboro Rd	City of Lynchburg	1.75 130	00 G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.558	14000	(
201) 200.0000 110	To:	Lynchburg E		0070	0,0		0,0	0,0	0 / 0	•	5.555	•	3.000	1 1000	`

						City of Lynchb	ourg								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	1			Dead End									
(F794)	1.16	NA				Dead End				NA			NA		
		To				15-837									
\sim		From				Dead End									
(F864)	0.12	NA To:			1	10 C022 P 11	· ·			NA			NA		
		From	<u> </u>		1.	18-6033 Brown Hav				<u> </u>					
F905) Memo Rd	0.20	NA				US 29; 15-758	<u> </u>			NA			NA		
1 903)	0.20	To:				Dead End				<u> </u>					
_		From				Dead End									
F906)	0.40	NA								NA			NA		
<u> </u>		To:		1	18-6035	RAMP FR US 460	BYP ENT	TOL							
	0.70	From				Dead End							NA		
F907	0.78	NA To:				FR-906				NA			INA		
		From				Dead End									
F975)	0.46	NA				Dead Line				NA			NA		
$\overline{}$		To				Dead End									
		From				Long Meadow	Dr								
1 Pawnee Dr	0.86	350	G							0.124	F	0.628	380	G	2006
		From:				Sandusky Dr									
9th Street	0.18	920	G			Church St				0.134	F	0.528	1000	G	2006
2 9th Street	0.10	To:	Ĕ			Jefferson St				7	•	0.520	1000	J	2000
		From:				Del Ray Circle	e								
3 Alta Lane	0.85	3000	G	98%	1%	0% 0%	0%	0%	С	0.106	F	0.578	3200	G	2006
$\overline{}$		To				Wards Ferry R	d								
O		From				Leesville Rd									
4 Del Ray Circle	0.16	3000 To	G	98%	1%	0% 0%	0%	0%	F	0.104	F	0.553	3300	G	2006
		From	I			Alta lane				1					
5 8th Street	0.59	1500	G	97%	1%	Park Ave 1% 0%	0%	0%	С	0.089	F	0.530	1600	G	2006
<u> </u>		To				Court St									
		From			C	1US 501 Rivermont	Terrace								
6 Langhorne Rd	0.16	1700	G	98%	1%	1% 0%	0%	0%	F	0.098	F	0.754	1800	G	2006
<u> </u>		To: From:				Villa Rd Langhorne Ro	1								
6 Villa Rd	0.12	1700	G	98%	1%	1% 0%	0%	0%	F	0.097	F	0.671	1900	G	2006
<u> </u>		To				Rivermont Av	e								
		From				CBUS 460 Fort	Ave								
7 Long Meadow Dr	0.73	2300	G	98%	0%	1% 0%	1%	0%	F	0.117	F	0.517	2600	G	2006
<u> </u>		To				Pawnee Dr									
8 Sussex St	0.79	3300	G	98%	0%	Perrymont Av	e 1%	0%	F	0.101	F	0.651	3600	G	2006
8 Sussex St	0.79	3300 To:		90%	0%	Langhorne Ro		0%	Г	0.101	Г	0.651	3000	G	2000
		From			Eı	ntrance to Liberty U				l					
9 University Blvd	0.42	10000	G	99%	0%	0% 0%	0%	0%	С	0.127	F	0.627	11000	G	2006
$\overline{}$		To				Candlers Mountai	n Rd			П					
O 1/505 :		From	Ļ			C1US 501		200		<u> </u>	_			_	
0001 V E S Road	0.92	2700 Tn.	G	97%	1%	1% 0%	0%	0%	С	0.11	F	0.67	3000	G	2006
		From:				Williams Rd				+					
6002) Trents Ferry Rd	1.88	1400	G	98%	1%	Boonsboro Ro	0%	0%	С	0.097	F	0.550	1500	G	2006
0002)		To:		2070	.,0	Bedford County I		2,0							
		From				Old Forest Ro	1								
6003) Link Rd	0.78	9100	G	99%	1%	0% 0%	0%	0%	F	0.085	F	0.563	9900	G	2006
\smile		To				Cranehill Dr									

						- ', -	Lynonio									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From					1:11 75 1				-					
6003) Link Rd	1.32	7900	G	99%	1%	0%	nehill Rd 0%	0%	0%	С	0.086	F	0.508	8600	G	2006
6003) ZIIIK 17C	1.02	To	Ť	3370	170		rmont Ave	070	070		0.000	•	0.000	0000	Ü	2000
		From					Forest Rd				i					
6004) Wiggington Rd	1.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.686	4100	G	2006
		To				Lync	hburg Exp									
6004) Wiggington Rd	0.76	3500 From	G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.832	3800	G	2006
0004) 11199119101111		To														
6004) Wiggington Rd	1.82	1200	G	98%	1%	1%	dwick Dr 0%	0%	0%	F	0.114	F	0.632	1300	G	2006
Wiggington Rd	1.02	To	Ť	0070	170		ins Mill Ro		070	•	<u> </u>	·	0.002	1000	Ū	2000
<u> </u>		From					gington Rd									
6004) Hawkins Mill Rd	0.36	1600	G	97%	2%	1%	0%	0%	0%	С	0.119	F	0.598	1800	G	2006
$\overline{}$		To					offee Rd				_					
6004) Coffee Rd	0.89	1900	G	97%	2%	1%	ins Mill Ro 0%	0%	0%	F	0.126	F	0.605	2100	G	2006
Coffee Rd	0.00	1300	<u> </u>	31 70	270				070	'	0.120	•	0.003	2100	J	2000
Coffee Dd	0.22	From	<u> </u>	070/	20/		t Hollow R		00/		0.104		0.757	2700		2006
Coffee Rd	0.33	3400 _{To}	G	97%	2%	1%	0% JS 501	0%	0%	F	0.104	F	0.757	3700	G	2006
		From														
6009) Graves Mill Rd	0.60	5500	G	97%	1%	US 460 1%	Bus Fort A	ve 1%	0%	F	0.105	F	0.544	6000	G	2006
Graves Mill Rd	0.00	3300		J1 /0	1 /0			1 /0	0 /0	'	0.103	'	0.044	0000	J	2000
Orovice Mill D.1	0.00	From	<u> </u>	070/	407		Mill Rd	40/	00/		0.400	_	0.54.4	4000		0000
Graves Mill Rd	0.66	4400	G	97%	1%	1%	0%	1%	0%	F	0.103	F	0.514	4800	G	2006
$\widehat{}$		To From					onwide Dr									
6009 Graves Mill Rd	0.27	8600	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.653	9400	G	2006
		To From			US	S 501 Lync	hburg Exp	ressway								
6009) Graves Mill Rd	0.18	25000	G	97%	1%	1%	0%	1%	0%	С	0.095	F	0.519	27000	G	2006
$\overline{}$		To From	-			Old Gr	aves Mill F	ld.								
6009) Graves Mill Rd	1.04	19000	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.508	21000	G	2006
\cup		To				WCL Lyn	chburg 09-	1425								
		From				F	earl St									
6012) Church St	0.30	4400	G	98%	1%	1%	0%	1%	0%	С	0.115	F		4800	G	2006
		To From				1	1Th St				\neg —					
6012) Church St	0.40	6300	G	98%	1%	1%	0%	1%	0%	F	0.096	F		6900	G	2006
		To	_				5th St									
6012) Rivermont Ave	0.90	15000	G	98%	1%	1%	0%	1%	0%	С	0.090	F	0.586	16000	G	2006
0012)		То	Ť				d Ave E IN					•				
$\overline{}$		From					ont Ave E									
6012 Bedford Ave	0.96	4100	G	97%	1%	1%	0%	2%	0%	С	0.087	F	0.519	4500	G	2006
		To					ont Ave W									
Rivermont Ave	1.01	7600	G	97%	1%	1%	d Ave W I	1t 2%	0%	F	0.103	F		8400	G	2006
6012 Rivermont Ave	1.01	7000		J1 /0	1 /0		nont Terrac		J /U	•	3.133	•		3-100	<u> </u>	2000
		From					d Ave W I				<u> </u>					
6020) Rivermont Ave	1.11	9100	G	97%	1%	1%	0%	2%	0%	F	0.096	F	0.589	10000	G	2006
0020)		To	Ť	/0	. , 0		rd Ave E Ir		3,3	•		•	2.000		-	_550
		From					lford Ave				i					
6022) Hollins Mill Rd	1.16	3300	G	97%	1%	1%	0%	2%	0%	F	0.097	F	0.597	3600	G	2006
		To		-	-		ollins St		-							
	0.40	3800 From	G	97%	1%	1%	0%	2%	0%	F	0.088	F	0.593	4100	G	2006
Federal St		2300	Ť	J1 /0	1 /0		Th St	- /0	J /U	•	0.000	•	0.000	+100	J	2000
6022) Federal St	0.10	To					~				_					
6022) Federal St		From				I ~1	recide D=				ı					
Marrie B.			G	98%	1%		eside Dr 0%	0%	0%	С	0,090	F	0.556	8900	G	2006
Federal St 6023 Murrell Rd	0.37	From 8100	G	98%	1%	0%	0% ghorne Rd	0%	0%	С	0.090	F	0.556	8900	G	2006
Marrie B.		8100	G	98%	1%	0% Lan	0% ghorne Rd	0%	0%	С	0.090	F	0.556	8900	G	2006
Marrie B.		8100 To	G	98%	1%	0% Lan	0%	0%	0%	C F	0.090	F	0.556	8900 6900	G G	2006

						City of Lynd	niburg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:				GI G				-					
6027 12th Street	0.25	4900	G	98%	0%	Clay St 1% 0%		0%	F	0.097	F	0.537	5400	G	2006
12th Street	0.20	7300 To-	ř	3070	070	Commerce		070	'	0.007		0.557	3400	J	2000
		From:	I												
6028) Commerce St	0.33	3900	G	98%	0%	5Th St		0%	F	0.110	F	0.541	4200	G	2006
6028 Commerce St	0.55	3300		3070	070			070	'		•	0.541	7200	O	2000
<u> </u>		From:				10Th S				_					
6028 Commerce St	0.30	3400	G	98%	0%	1% 0%		0%	F	0.125	F	0.704	3700	G	2006
		To:				Main S	t								
\sim		From:				Wadsworth									
6029 Fort Ave	0.43	6100	G	98%	1%	1% 09	6 0%	0%	С	0.09	F	0.585	6700	G	2006
		To: From:				Kemper	St			\Box					
6029) Park Ave	0.28	8500	G	98%	1%	1% 09	6 0%	0%	С	0.081	F	0.586	9300	G	2006
\bigcirc		To				9Th St									
6029 Park Ave	0.36	6600	G	98%	0%	1% 0%		0%	F	0.079	F	0.5	7200	G	2006
Park Ave	0.00	To:	Ť	3070	070	5Th St		070	•	0.07.0	•	0.0	7200	Ü	2000
		From:	 1												
Lakasida Dr	0.41		_	000/	Λ0/	Oakley A		00/		0.097	_	0.630	15000	_	2006
6031 Lakeside Dr	0.41	13000	G	98%	0%	1% 0%	6 0%	0%	F	0.087	F	0.630	15000	G	2006
$\overline{}$		From				Murrell 1				_]-					
₆₀₃₁) Lakeside Dr	0.34	6300	G	98%	0%	1% 0%	6 0%	0%	С	0.092	F	0.585	6900	G	2006
\smile		To: From:				Memorial	Ave			\neg —					
6031) Park Ave	0.36	7300	G	98%	1%	1% 09	6 0%	0%	С	0.092	F	0.536	8000	G	2006
		To				Langhorne	Rd								
<u> </u>		From:				CIUS 5)1								
6031) Park Ave	0.35	8500	G	98%	0%	1% 09	6 0%	0%	F	0.084	F	0.537	9300	G	2006
<u> </u>		To:				US 221; 118-602	7:12Th St								
		From:				Florida A	ve								
6032) Main St	0.25	2900	G	98%	1%	1% 0%	6 1%	0%	F	0.098	F		3200	G	2006
		To:				Lynchburg Exp									
O 11 : 0:	0.00	From:	<u> </u>	000/	407	Lynchburg		201			_	0.005	7400	_	0000
6032 Main St	0.28	6500	G	98%	1%	1% 09	6 1%	0%	F	0.091	F	0.865	7100	G	2006
		To: From:				12Th S	t								
6032) Main St	0.55	6000	G	98%	1%	1% 0%	6 1%	0%	F	0.095	F		6500	G	2006
\bigcirc		To:				5Th St									
		From:				Campbell	Ave								
6033) Florida Ave	1.28	4600	G	98%	1%	1% 0%	6 1%	0%	С	0.113	F	0.623	5100	G	2006
\bigcirc		To				Augusta	C+								
6033) Florida Ave	0.88	3700 From:	G	98%	1%	1% 0%		0%	F	0.102	F	0.616	4000	G	2006
6033) Florida Ave	0.00	To:	Ť	3070	170	Main S		070	•	0.102	•	0.010	4000	Ü	2000
		From:	1												
6034) Martin St	0.58	1200	G	98%	1%	Florida A		0%	С	0.111	F	0.676	1300	G	2006
Martin St	0.56	To-		90 /0	1 /0	ECL Lynch		0 /6	C	0.111		0.070	1300	G	2000
						•	Ĭ								
0 11 14: 5 !	4.00	From:	پ	0007	001	SCL Lynch		001			_	0.705	0000	_	0000
6035 Candler Mtn Rd	1.09	2900	G	99%	0%	0% 0%	% 0%	0%	С	0.094	F	0.705	3200	G	2006
		From:			R	amp From US 4				\supset					
6035) Candler Mtn Rd	0.74	12000	G	99%	0%	0% 09	6 0%	0%	F	0.085	F	0.524	13000	G	2006
$\overline{}$		To:				SR 128; Mayflo	wer Drive								
		From:				5Th St									
6036) Clay St	0.50	1600	G	97%	0%	2% 0%	6 0%	0%	С	0.114	F	0.662	1800	G	2006
\bigcirc		To-				12Th S	t								
6036) Grace St	0.88	3300 From:	G	97%	1%	1% 0%		0%	С	0.106	F	0.652	3600	G	2006
Grace St	0.00	3300 To-	Ĕ	J1 /0	1 /0	Florida A		J /0		J. 100	•	0.002	3000	J	2000
		From:	1							<u> </u>					
Ctodium Dr	0.20		<u> </u>	070/	10/	Wythe S		00/		0.007	_	0.556	4000	C	2000
6037 Stadium Dr	0.38	4500	G	97%	1%	1% 09		0%	F	0.097	F	0.556	4900	G	2006
		To:	I			Carroll A	ve								

						City Oi	Lynchburg									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:	1								-1					
6038) Wythe St	0.27	7200	G	96%	1%	1%	ort Ave	1%	0%	С	0.088	F	0.55	7800	G	2006
wythe St	0.21	To	Ť	3070	170		dium Dr	1 70	070		0.000	•	0.00	7000	Ü	2000
		From					dium Dr				i					
6040) James St	0.22	3600	G	96%	1%	1%		1%	0%	С	0.1	F	0.508	4000	G	2006
3040)		To					roll Ave									
		From				Lang	horne Rd									
6042) Cranehill Dr	1.04	1300	G	95%	4%	1%		0%	0%	С	0.145	F	0.624	1400	G	2006
\cup		To				L	ink Rd									
		From				US 501 N	W Expresswa	ıy								
6044) Old Forest Rd	0.94	23000	G	96%	1%	2%		1%	0%	С	0.093	F	0.618	25000	G	2006
		To				Forres	t Brook Rd				\neg —					
6044) Old Forest Rd	0.45	19000	G	98%	0%	0%		0%	0%	С	0.084	F	0.508	20000	G	2006
		To				Ť										
6044) Old Forest Rd	0.21	14000	G	98%	0%	0%	ink Rd 1% (0%	0%	F	0.091	F	0.564	15000	G	2006
Old Forest Rd	0.21			0070	070			0 70	070	•		•	0.00 1	10000	Ü	2000
Old Forest Dd	1.61	From	ᄂ	000/	00/		horne Dr	00/	00/	_	0.000	г	0.606	11000		2006
Old Forest Rd	1.61	9800 _{To:}	G	98%	0%	0%		0%	0%	F	0.092	F	0.606	11000	G	2006
		From:	<u> </u>				eside Dr									
6045) Greenwood Dr	0.38	4000	G	98%	1%	Oal	dale Dr 0%	1%	0%	С	0.112	F	0.66	4400	G	2006
Greenwood Dr	0.30	4000		JU /0	1 /0	1 /0	0 /0	1 /0	J /0	U	0.112	r	0.00	4400	J	2000
	0.74	From:	ــِـــ	2001	407		mont Ave	407	00/				0.55	0400		
6045 Thomas Dr	0.71	5600	G	98%	1%	1%	0%	1%	0%	F	0.116	F	0.55	6100	G	2006
<u> </u>		To: From:				Langl	norne Lane								-	
6045) Richmond Rd	0.35	5200	G	98%	0%	1%	0%	1%	0%	С	0.11	F	0.656	5700	G	2006
\smile		To				Oal	dey Ave									
$\widehat{}$		From					nwood Dr									
6046) Sandusky Dr	0.77	3800	G	98%	1%	1%	0% (0%	0%	С	0.105	F	0.614	4100	G	2006
		To: From:				Pav	vnee Dr									
6046) Sandusky Dr	0.49	5000	G	98%	1%	0%	0% (0%	0%	С	0.107	F	0.537	5500	G	2006
$\overline{}$		To				Fo	ort Ave									
		From				US 29 I	Bus Fort Ave									
6048) Perrymont Ave	0.84	4800	G	98%	1%	1%	0%	1%	0%	С	0.153	F	0.827	5200	G	2006
$\overline{}$		To				Gree	nwood Dr									
		From				Lynchbu	g Expressway	ý								
6050) Odd Fellows Rd	0.60	8100	G	87%	2%	3%	2%	6%	0%	F	0.093	F	0.587	8900	G	2006
		To- From:				May	flower Dr									
6050) Odd Fellows Rd	0.67	1300	G	87%	2%	3%	2%	6%	0%	С	0.115	F	0.663	1500	G	2006
$\overline{}$		To				De	ead End									
		From				1:	2Th St									
6052) Campbell Ave	0.33	7200	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.666	7900	G	2006
<u> </u>		To				1	7Th St				_					
6052) Campbell Ave	0.41	7200	G	99%	0%	1%		0%	0%	F	0.095	F	0.648	7900	G	2006
\cup		To				Ke	mper St									
		From	1		CBu	ıs 460 Fenv	vick & Sheffi	eld Dr								
6054) Fenwick Dr	0.96	4400	G	98%	0%	1%			0%	F	0.103	F	0.521	4800	G	2006
\cup		To					9 Wards Rd									
		From				WCL	Lynchburg									
	1.29	14000	G	98%	0%	1%		0%	0%	С	0.084	F	0.518	16000	G	2006
Greenview Dr	1.20					Lee	sville Rd									
Greenview Dr	1.20	To	L													
Greenview Dr	1.20	To: From:				SCL										
	1.14		G	98%	1%	SCL	Lynchburg	0%	0%	F	0.107	F	0.526	8000	G	2006
		7300 To	G	98%	1%	1%	Lynchburg 1% (0%	0%	F	0.107	F	0.526	8000	G	2006
		From	G G	98%	1%	1%	Lynchburg 1% (orth St		0%	F	0.107	F	0.526	8000	G G	2006

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Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg								I ZIIdii		racioi		racioi			
(6070) Wards Ferry Road	1.29	From: 8400	G	99%	0%	CBusUS 4 0%	460 Logans Lane 0% 0%	0%	F	0.094	F	0.546	9200	G	2006
,		To:	,			Ha	arvard St			\neg \vdash					
(6070) Wards Ferry Road	1.06	8000	G	99%	0%	0%	0% 0%	0%	С	0.099	F	0.57	8800	G	2006
		To: From:	<u> </u>				e; Wards Rd			_					
(6071) Harvard St	0.08	210	G	98%	0%	1%	0% 1%	0%	F	0.107	F	0.755	230	G	2006
		To				Colle	ege Park Dr								
(6072) Old Graves Mill Rd	1.70	From: 10000	G	98%	0%	Timl 1%	berlake Rd 0% 1%	0%	С	0.096	F	0.653	11000	G	2006
6072) 514 514155 11111 114		To:		0070	0,0		es Mill Rd	0,0			·	0.000			
O 14 0 11 . D.1	4.00	From:	Ļ	222/	00/		es Mill Rd	001	_		_	0.544	5.400		2000
6073 McConville Rd	1.80	4900 To-	G	99%	0%	0% Wy	0% 0% ondale Dr	0%	С	0.099	F	0.514	5400	G	2006
Maradala Da	0.04	From:		000/	00/	McC	Conville Rd	00/	_	0.400	_	0.550	4000		0000
(6073) Wyndale Dr	0.24	3700 To:	G	99%	0%	1% Lak	0% 0% keside Dr	0%	С	0.108	F	0.558	4000	G	2006
		From:					ink Rd			j					
6074 Evergreen Rd	0.33	1900 To:	G	98%	1%	1%	0% 0%	0%	С	0.104	F	0.647	2100	G	2006
		From:					an Hill Rd rgreen Rd								
6074 Indian Hill Rd	0.98	1700 To:	G	98%	1%	0%	0% 0%	0%	F	0.102	F	0.563	1900	G	2006
		From:					t Bridge Rd an Hill Rd								
6074 Burnt Bridge Rd	0.97	1700 To:	G	98%	1%	0%	0% 0%	0%	С	0.112	F	0.553	1800	G	2006
		From:	l 				hmond St								
6075 Langhorne Lane	0.34	3000	G	98%	1%	1%	0% 0%	0%	С	0.098	F	0.546	3300	G	2006
		To: From:					Ildon St horne Lane								
6075 Eldon St	0.07	2800 To:	G	98%	1%	1%	0% 0%	0%	F	0.1	F	0.568	3100	G	2006
		From:	<u> </u>				norial Ave								
6076) Linkhorne Rd	0.59	3100	G	98%	1%	1%	Forest Rd 0% 0%	0%	F	0.134	F	0.521	3400	G	2006
		To:					nehill Dr								
(6077) Jefferson St	0.41	From: 1500	G	98%	1%	1%	7Th St 0% 0%	0%	F	0.118	F	0.617	1600	G	2006
		To:	-	0070	.,,		cord Tpke	0,0			•	0.0			2000
O.W. 11: 1. 0:	0.44	From:	Ĺ_	040/	40/		Main St	001	_	2 4 2 2	_	0.504	4000		2022
(6078) Washington St	0.11	1500	G	91%	1%	1%	5% 2%	0%	F	0.100	F	0.504	1600	G	2006
(6078) Concord Tnpk	1.66	3300 From:	G	91%	1%	1%	ferson St 5% 2%	0%	F	0.103	F	0.591	3600	G	2006
		To				Roc	ckwell Rd								
6078 Concord Tnpk	1.07	3300	G	91%	1%	1%	5% 2%	0%	С	0.097	F	0.537	3600	G	2006
		To: From:	<u> </u>				US 460 2Th St								
6080) Court St	0.50	1500	G	91%	1%	1%	5% 2%	0%	F	0.122	F	0.603	1600	G	2006
		To:					5Th St								
(6081) Forest Brook Rd	0.92	3600	G	96%	1%	Lak 1%	1% 1%	0%	С	0.099	F	0.533	3900	G	2006
6081 Forest Brook Rd	J.UL	To		3370	. 70		Forest Rd	370		3.555	•	0.000			
C LET O	0.50	From:	<u> </u>	0001	401		Forest Rd	001	_	0.000		0.00	7000		0000
6082 Hill St	0.58	6900 To:	G	99%	1%	0% Lang	0% 0% ghorne Rd	0%	F	0.096	F	0.69	7600	G	2006
		From:					ort Ave								
6083) Edgewood Ave	0.73	2200	G	99%	1%	0%	0% 0%	0%	С	0.099	F	0.588	2400	G	2006
		To	Ь			W	ards Rd								

					, -	Lynchbul									
Route	Length AADT	QA	4Tire	Bus		Truc 3+Axle			QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
y of Lynchburg	From:	1				Vise St				1					
4th Street	90	G				VISC St			().152	F		100	G	2006
	To				M	onroe St				1					
	From:				Y	ork St									
Caroline St	510	G							(0.099	F		560	G	2006
	To:				Cha	ambers St									
Objects one Of	From:	Ļ			Ca	roline St					_		070	_	000
Chambers St	890	G			,	2Nd St			().102 	F		970	G	200
	From:	1				ningside Dr				1					
Clayton Ave	670	G			WIOII	illigside Di			(. 1).151	F		740	G	200
	To:				Spot	tswood Pl					-				
	From:				Ве	erkley Pl									
Danridge Dr	1200	G							(.111	F		1300	G	200
	To:				Cra	gmont Dr									
Enterprise Drive	From:				1	5-1520									
	14000 _{To:}	G			D 10	10 . 11				0.1	F	0.593	14000	G	200
	To:	<u> </u>				l County Lin	e			<u> </u>					
Fairview Ave	440	G			Mar	yland Ave			(0.103	F		490	G	200
	440				М	ackel St				7. 103	Г		730	3	200
	From:					geway Dr				i i					
Fleetwood Dr	1200	G			Tele	ge way Di			().118	F		1400	G	200
	To:				Hil	lwood Dr]					
Georgia Ave	From:				Can	pbell Ave				1					
	230	G							(.117	F		250	G	200
	To				Ne	vada Ave									
Gorman Dr	From:	Gien dut Eure]					
	340 To:	G			Man	l 1 C:-			().122	F		370	G	200
	From:	Northwood Cir								<u> </u>					
Hawthorne Rd	170	Montgomery Rd G								」).147	F		190	G	200
riawthorne rea	To:	Ť			Wo	odcrest Dr				7.177	'		130	J	200
	From:									i					
Hayes Dr	130	G Knonda Di							(0.112	F		140	G	200
	To:				Cra	wford Dr]					
	From:	Old Trents Ferry Rd													
John Scott Dr	410	G	97%	2%	1%	0%	1%	0%	C ().111	F		450	G	200
	To:				D	ead End									
Leyburn Ave	From:				Mo	osby Ave]	_				
	290	G			Ç.	nckett St			().158	F		320	G	200
	From:	<u>. </u>								 					
Locksview Dr	1000	G			Bell	Tavern Rd			().116	F		1100	G	200
	To:	Ť			Norve	ell House Ct				7	•		1100	Ū	200
	From:					Craig St				Ì					
Maryland Ave	280	G							(.103	F		310	G	200
	To				Fair	view Ave]					
McKinney Ave	From:				C	larke St				J					
	350	G							(.083	F		380	G	200
	To:	<u> </u>				odd St				<u> </u>					
	From	Burnt Bridge Rd]	_					
Mimosa Dr	720	G			117 -	odcrest Dr			().109 7	F		790	G	200
	From:									+					
Morningside Dr	420	G			MCG	uffey Lane				」).183	F		460	G	200
Momnasiae i ii															

Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Lynchburg			_			27000 017000	o i i i a	Litan				1 40101			
		From:				Westview D	r								
Myrtle St		620	G							0.123	F		680	G	200
		To				Toledo Ave									
		From:				Oakridge Blv	d								
New Hampshire Ave		440	G							0.160	F	480	480	G	200
		To:				Tremont St									
		From:				McKinney Av	/e								
Oxford St		380	G							0.115	F		420	G	200
		To:				Radcliffe Ave	e								
Page St		From:				Hillcrest Rd									
		3300	G							0.096	F	3600	3600	G	200
		To:				2Nd St									
		From:				Tremont St									
Rhode Island Ave		260	G								F		290	G	200
		To:				Fort Ave									
		From:				Rhonda Dr									
Sanhill Dr		410	G							0.128	F		440	G	200
		To:				Apache Lane)								
Texas Ave		From				Campbell Av	e								
	310	G							0.119	F	340	340	G	200	
		To				Nevada Ave	:								
		From:				Wingfield Av	'e								
Warren Ave		210	G			J				0.123	F		230	G	200
		To:				Perry Ave									